Safety Program Inspections

A-4J-0020

ASO-04

September 11, 2016

EOs

- **EO #04-1 IDENTIFY various safety and safety-related inspections and surveys**
- **EO #04-2 DESCRIBE safety program evaluation criteria**

References

- OPNAVINST 5100.19E
- OPNAVINST 3120.32C
- CINCLANTFLT/CINCPACFLTINST 4790.3 series,

Annual Workplace Inspections

- Zone inspection
- Experienced officer or CPO
- Division Safety Petty Officer
- Zone Inspection Deficiency List (ZIDL)
- Safety officer tracks corrective action
- Retain for at least two years

MAA Inspections

- Master-at-arms force shall act as roving safety inspectors
- Charged with keeping SOH program visible to all hands and enforcing safety
- Shall attempt to correct observed deficiencies or hazards “on the spot”
  - If not possible, will file a safety hazard report

Self Assessments

- All safety program elements annually –

  including safety training
- Checklists available from Safety Center website
- Safety Officer must retain assessment results for 2 years
- Report status and corrective action to Safety Council

Sample Checksheet

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(C4G0) ARE ALL HCP PERSONNEL INCLUDED IN HEARING CONSERVATION PROGRAM? CAN A ROSTER BE PRODUCED FROM SHIPBOARD AUTOMATED MEDICAL SYSTEM (SAMS)? IS IT UPDATED ANNUALLY? REF: OPNAVINST 5100.19E, B0402E (1), B0407B, APPENDIX B4-A PARA 4(B), B0409A, B0409C, DOD INST. 6055.12, NEHC TM 6260.51.99-2.

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(C5B0) HAVE THE RESULTS OF AUDIOMETRIC EXAMINATIONS BEEN ENTERED INTO THE MEDICAL RECORDS? (SPOT CHECK 10 RECORDS) REF: OPNAVINST 5100.19E, ARTICLE B0409A.

C R NA

Industrial Hygiene Survey

- Detailed workcenter hazard evaluation
- Summary of controls
  - (ventilation, respiratory protection, and PPE)
- List of noise hazardous areas
- List of eye hazardous areas
- List of processes requiring respiratory protection
- Medical surveillance requirements
- Workplace monitoring plan

IH Survey Requirements

- **Baseline**
  - Provided by Navy Environmental Preventive Medicine Unit (NAVENPVNTMEDU) or Bureau of Medicine and Surgery medical treatment facility (BUMED MTF)
- **Updates**
  - At least every two years
- **New Construction**
  - Required prior to Final Contract Trials
  - Completed report required NLT 6 months after PSA

Safety Center Surveys

- Required Every 36 Months
- Within 12 months of INSURV (JFMM)
- Early as possible in training cycle
- CO provide ISIC status of significant discrepancies and corrections within 30 days
- Checklists on website

HAZMAT Assist

- Optional – “pull, not push”
- Requested from Logistics Support Center (LSC), located at local Fleet Industrial Supply Centers (FISC)

INSURV

- Conducts SOH and Environmental Protection Inspections
  - During Final Contract Trials (FCTs)
  - During Material Inspections (MI) every 4-5 years
- Inspects all SOH elements including Traffic and Recreation / Off-Duty Safety programs
- Checklists on website
  - http://www.spawar.navy.mil/fleet/insurv/

INSURV History

1868 - Board of naval officers was established under Admiral Farragut to report on the condition of naval vessels.

1882 - Congress mandated inspection of all naval vessels every 3 years.

INSURV History

Vice Admiral Bulkeley, a medal of honor recipient for whom an ARLEIGH BURKE class destroyer has been named, served as president of the board from 1967 to 1988.

INSURV's Legal Authority

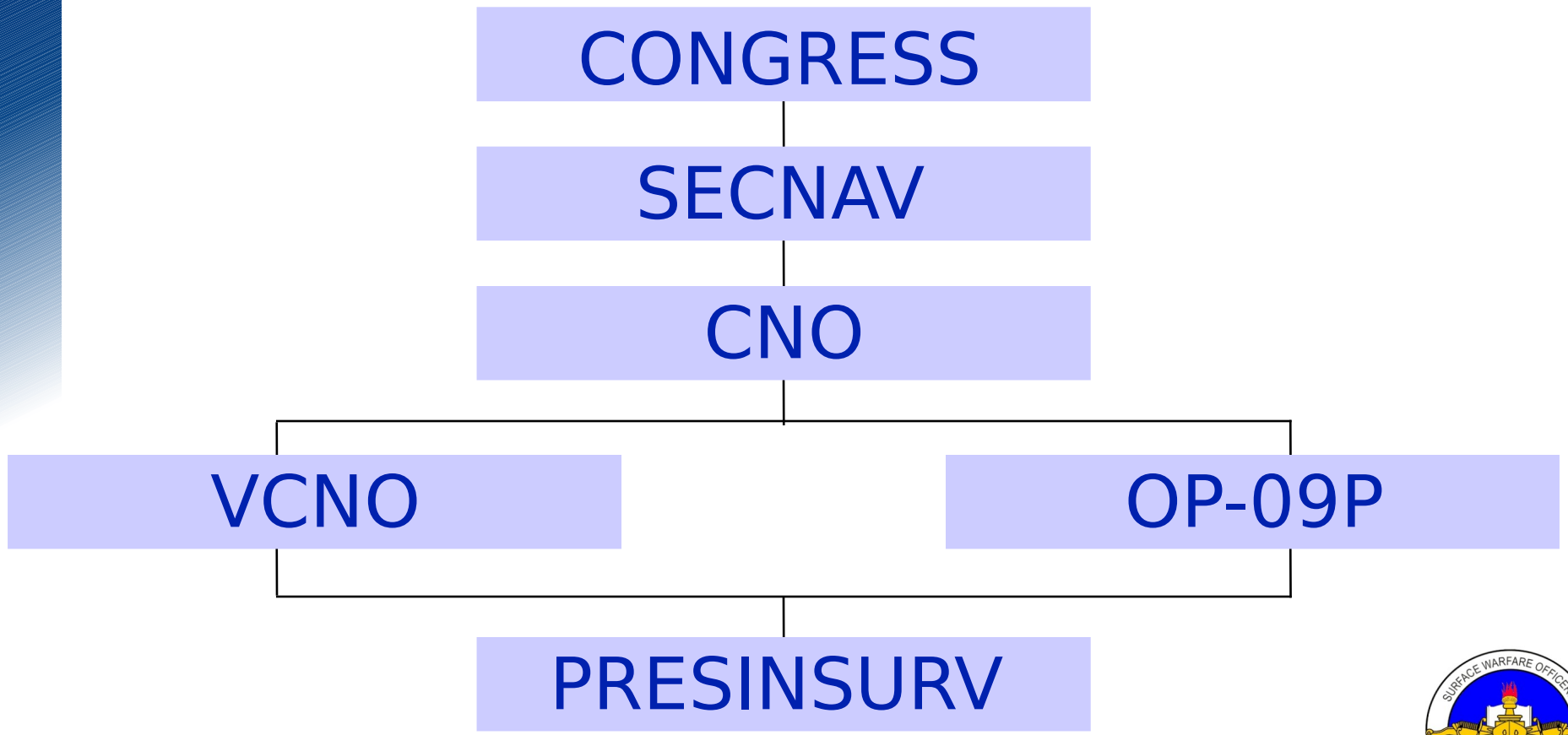
U.S. Code, Title 10

Section 7304. Examination by Board . . .

(a) The Secretary of the Navy shall designate Boards of Naval Officers to examine Naval vessels… Each vessel shall be examined at least once every three years, if practicable.

(b) A Board designated under subsection (a) shall submit to the Secretary in writing its recommendations as to which vessels

INSURV Chain Of Command



The New York Times

Friday, December 14, 2001

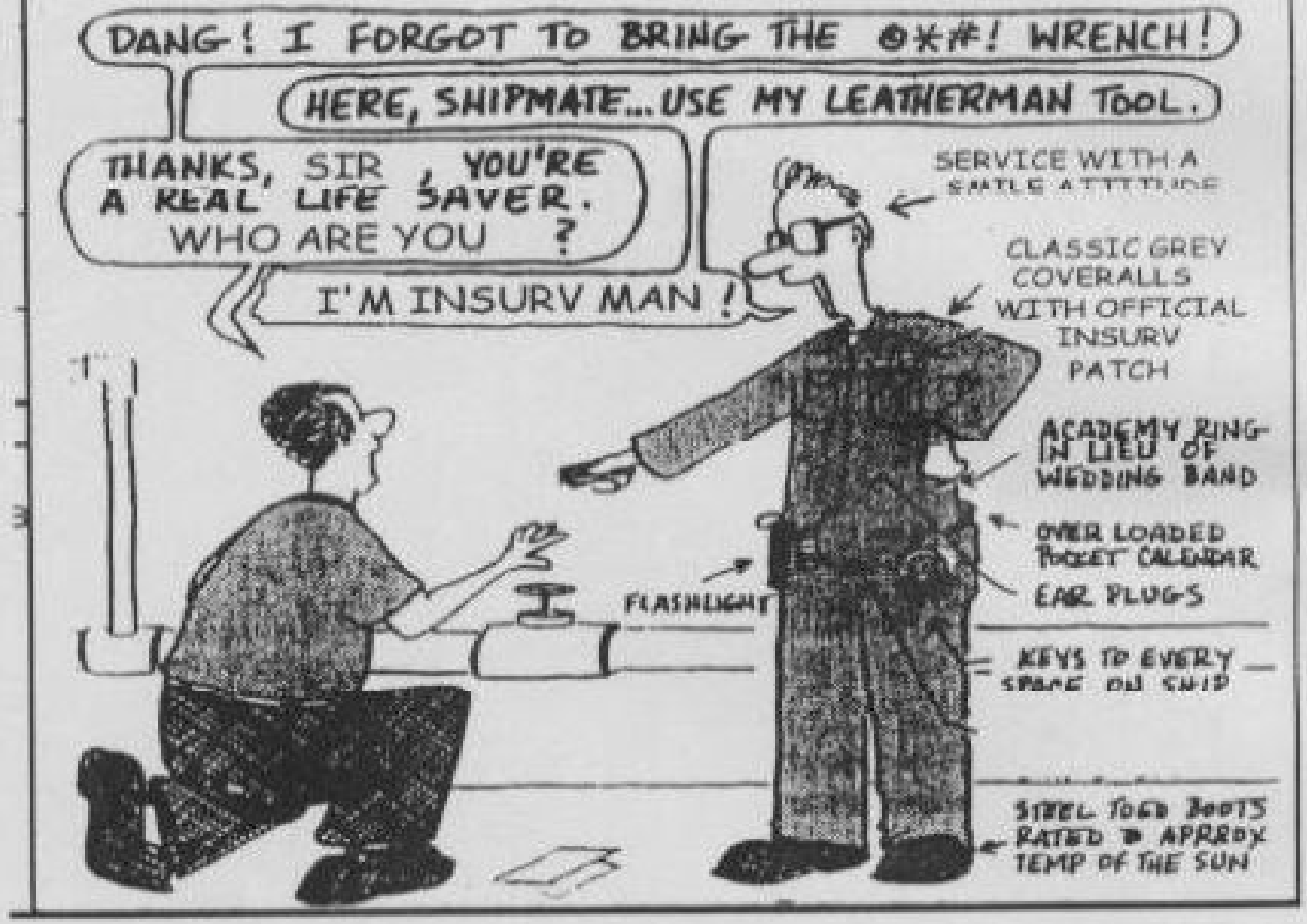
Navy officials in Jacksonville removed the captain of the aircraft carrier JOHN F. KENNEDY, CAPT Maurice Joyce. The Navy's Board of Inspection and Survey gave the KENNEDY an unsatisfactory rating last week for undisclosed reasons. The ship is now under the command of CDR Jim Gregorski.

Material Inspection

- 3 OF 4 Ship's aircraft elevators –
- 2 of 4 Catapult launchers were degraded
- Flight deck fire fighting equipment was seriously degraded
- 20 of 27 Access trunk safety nets were missing or damaged
- 42 of 63 Eye wash stations were deficient
- 12 of 12 Hazmat, CHT, and JP-5 spaces had inadequate ventilation

The Fix

- **$20.3 million and 6 weeks of sweat to get deployment ready!**
- **Deployed**
- **$218 m oyment availab**


DANG! I FORGOT TO BRING THE @*#! WRENCH!
HERE, SHIPMATE... USE MY LEATHERMAN TOOL.
THANKS, SIR, YOU'RE A REAL LIFE SAVER. WHO ARE YOU ?
I'M INSURV MAN!
SERVICE WITH A SMILE ATTITUDE
CLASSIC GREY COVERALLS WITH OFFICIAL INSURV PATCH
ACADEMY RING IN LIEU OF WEDDING BAND
OVER LOADED POCKET CALENDAR
EAR PLUGS
FLASHLIGHT
KEYS TO EVERY SPACE ON SHIP
STEEL TOED BOOTS RATED @ APPROX TEMP OF THE SUN

Environmental Protection

- **INSURV designated by the CNO as the Navy's primary inspector to ascertain compliance with federal, state, and Navy requirements**

INSURV Inspections

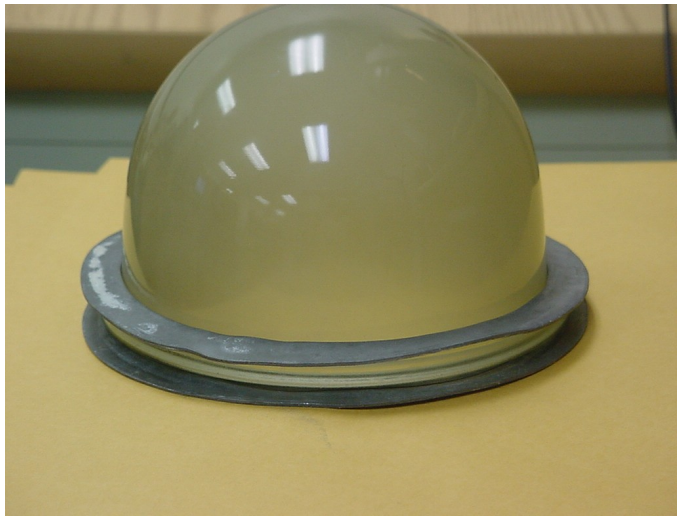
- Focus on material condition
  - Attributes of material readiness directly impact material condition (Training, supply, personnel, capacity/capability)
- Three distinct phases
  - Preparation, Execution, & Follow-up
- Technical refs for all standards/demos
- Equipment must perform to

Recent INSURV Report Highlights

Explosion-Proof Lighting

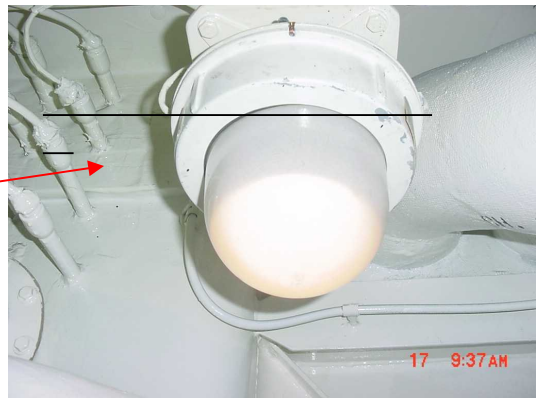
Incorrect Bulb

- WRONG BULBS INSTALLED
-LOOSE GLOBES
-MISSING CORRECT SEALS



ALUMINUM WIRE

SEAL



Correct Bulb

OPA Equipment Systems

- **Issue**
  - **28 of 31 Oil Pollution Abatement systems could not be certified**
- **Causes**
  - **Operator / maintainer lack of knowledge**
  - **PMS accomplishment inadequate**
  - **Systems often unused**

H2S Alarms

- **Issue**
  - 65 of 226 (29%) H2S alarms were inoperative
- **Causes**
  - H2S detector head MRC 4361/015 4M-1 calibration PMS is not being accomplished. Ship's Force is not aware of detector head location and does not have materials to properly conduct PMS
  - Final step of PMS requires recording results in H2S gas detection system log book – the log is frequently absent and no authority is designated to review the log
  - H2S detector heads routinely malfunction

Exhaust Ventilation

- **Issues**
  - **154 of 332 SOH spaces had exhaust airflow below design specifications (16% had no flow)**
  - **640 of 1123 sanitary spaces had exhaust airflow below design specifications (24% had no flow)**
- **Causes**
  - **PMS accomplishment inadequate or PMS not available**
  - **System misaligned due to lack of knowledge**
  - **Ductwork and fans damaged, dirty, deteriorated**

Air Flow Monitors

- Zeroed out
- Silenced alarm
- Fuses pulled
- Sensors painted, missing or inoperative
- Alarms are set too low
- Alarms in cut-out
- PMS coverage/ownership

Compressed Gas Cylinders Stowage

Preparation Hints

- Conduct ventilation survey
  - Send results to INSURV
- Review baseline IH survey, CSMP safety hazard listing, INSURV OH checklist, general safety survey
- Conduct walk-throughs using checksheets
  - Document and follow up on deficiencies
- Prepare early!

Assessment Review

- Form 3 groups
- Review INSURV reports
- Each group appoint spokesperson to debrief:
  - Significant strengths and weaknesses (FOCUS on Afloat Safety!)
  - Lessons learned – how could you better prepare your ships to avoid some of the problems these ships encountered?

Any Questions?